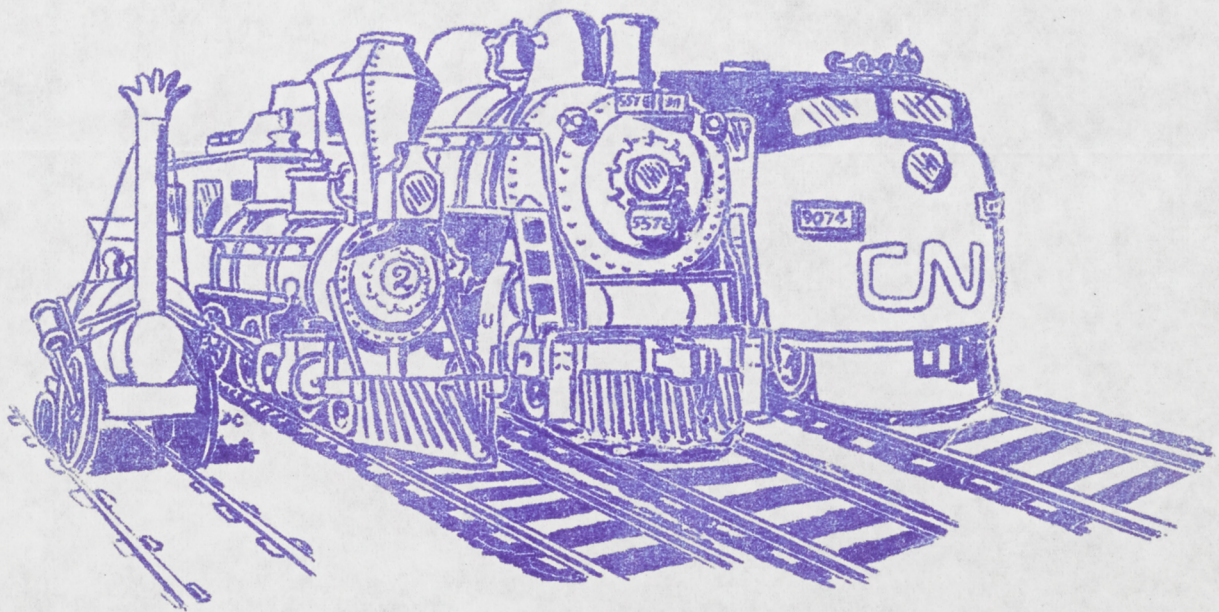
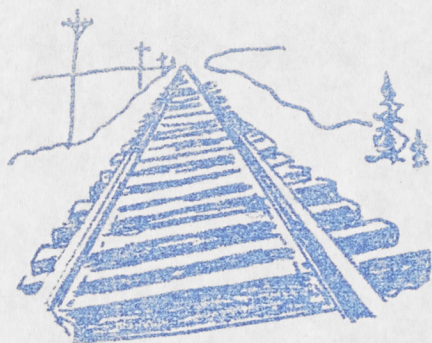


ALBERTA RAILWAY JOURNAL



CANADIAN RAILROAD
HISTORICAL I ASSOCIATION



THE ALBERTA RAILWAY JOURNAL

The Journal of the Rocky Mountain Branch of the
Canadian Railroad Historical Association

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VOLUME 4 NUMBER 6

JUNE 14th 1966

Our June meeting of the CRHA will be held on June 14th at 8:00 p.m. at the City of Edmonton Recreation Building 10950 - 121 $\frac{1}{2}$ Street. We have an extremely interesting speaker for this months meeting in the person of Mr. Sid Hibberd who is presently the Air Brake and Steam inspector with the C.N. The subject of his talk will be "How to buy a Diesel Locomotive" Even if our members are not contemplating a purchase in the near future, we think that this talk will be most interesting to all. To that end, we strongly urge that all members attend as we cannot really ask speakers to talk to our group if we do not turn out in force. See you all there ?

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Unfortunately, due to that old enemy time, Mr. Eric Johnson was unable to complete the next installment of the article on Train Movement in time to be printed in this issue of the Alberta Railway Journal. When Eric Johnson returns from the east, we hope to complete this series.

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We should like to mention here, that we sincerely appreciate the help that has been given toward the restoration of Engine # 73 by both our members and interested railfans. Thanks a lot. For those who have not been out to the engine for a while, Harold Maw and his nut-~~spliters~~ splitters have been quite busy on week-ends and evenings. We now have a certificate from the Provincial Boiler Branch indicating that we have passed their requirements. So work is progressing.

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On the following pages, you will find the answers to the Railroad Puzzle published in last months issue of the Alberta Railroad Journal. We hope that you all had a lot of fun working it out and were able to get a lot of the answers.

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N R E T S E W H T R O N x Y E L L A V H G I H E L V ²⁴
 A C I T T A & E D A C R A N N A R B O R ²⁵ O M L
 E K A L D A E H E S ⁴³ O O M & T S A F L E B ³² N N I A
²⁹ M O N O N R E T S E W & K L O F R O N ³² R O G S R
 Y E L U A G & K E E R C O L A F F U B ¹¹ I E I I S T
 K O O T S ⁴³ O O R A & - R O G N A B ⁶ H x S O N E
² B U R L I N G T O N V M O T G L U E L
 C I F I C A P N R E H T R O N ³³ S N ⁴⁷ R U R A R C L
²⁷ G R E A T N O R T H E R N E ⁴¹ I E N x O U L N I S I E
 N E I S ⁴⁴ E Y A O R O O S ⁴³ B A D P I V N
¹ I K N O W N B M O x D ⁴⁹ S N O A O H I
 D E U A U ¹⁸ H A O P M N E S A O I C N S L
 A R A V T R A A B A I A X O L R I H I I A T
 E S W L H Y A R V C L T L A x ¹⁶ B S A T T O F L N S
³⁷ R E L V S N D I E L A R S I x R ⁴⁷ S A R I L & A
 E Y I S H D F A N A R K R T ⁴⁷ N E C A I E O
 A C M N O T I ³⁵ M P x N C U N N K A ²⁰ L C
 D E ²⁷ N R R C E D N A R G - O I R ³⁹ O E A A P L C
 E N E E U x R C R ³⁹ T ⁴⁰ F C I E N I I
 R T ³⁵ N E I x E F A T N A S ⁴⁰ G E D P R V T
 R K T F N O I A N D A A E S N
 A ⁴² S I E R R A ⁹⁸ I N S T ⁴⁷ I A
 L A R T N E C K R O Y W E N ³¹ A K S A L A E S S U L
 H S A B A W A N N A W A X C A L E I R E ¹⁶ M x C H E O O T
⁵ S O U T H E R N P A C I F I C A P N A I D A N A C W O L A ²⁵

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|----------------------------|---------------------------|-----------------------|
| 1 ALASKA | 21 JERSEY CENTRAL | 41 SEA BOARD |
| 2 ANN ARBOR | 22 KATY | 42 SIERA |
| 3 ARCADE & ATTICA | 23 LEHIGH VALLEY | 43 SOO |
| 4 ATLANTIC COAST LINE | 24 LONG ISLAND | 44 SOUTHERN |
| 5 BALTIMORE & OHIO | 25 LOUISVILLE & NASHVILLE | 45 SOUTHERN PACIFIC |
| 6 BANGOR & AROOSTOOK | 26 MAINE CENTRAL | 46 SOUTH SHORE |
| 7 BELFAST & MOOSEHEAD LAKE | 27 MILWAUKEE | 47 STRASBURG |
| 8 BIG FOUR | 28 MISSOURI PACIFIC | 48 TEXAS & PACIFIC |
| 9 BOSTON & ALBANY | 29 MONON | 49 UNION PACIFIC |
| 10 BOSTON & MAINE | 30 NEW HAVEN | 50 UNION RAILROAD |
| 11 BUFFALO CREEK & HAULEY | 31 NEW YORK CENTRAL | 51 WABASH |
| 12 BURLINGTON | 32 NORFOLK & WESTERN | 52 WESTERN MARYLAND * |
| 13 CANADIAN NATIONAL | 33 NORTHERN PACIFIC | 53 WESTERN PACIFIC |
| 14 CANADIAN PACIFIC | 34 NORTH WESTERN | |
| 15 CHESAPEAKE & OHIO | 35 PENNSYLVANIA | |
| 16 ERIE LACKAWANNA | 36 READER | |
| 17 FRISCO | 37 READING | |
| 18 GRAND TRUNK | 38 RIO GRANDE | |
| 19 GREAT NORTHERN | 39 ROCK ISLAND | |
| 20 ILLINOIS CENTRAL | 40 SANTE FE | |

Sorry, we skipped the "y" in WESTERN MARYLAND

1 RAILROAD (Magazine)
 2 HELLO 3 GOOD 4 FRIENDS
 5 BEST 6 WISHES 7 TO 8 ALL
 9 FREEMAN 10 HUBBARD 11 A T K

Railroads

12	A&R	Aberdeen & Rockfish RR (First in the Guide)
13	C & E I	Chicago & Eastern Illinois
14	C G W	Chicago Great Western
15	C V	Central Vermont
16	D & H	Delaware & Hudson
17	D & M R	Detroit & Mackinac Railway
18	D M & I R	Duluth, Missabi & Iron Mountain
19	D T & I	Detroit, Toledo & Ironton
20	E J & E	Elgin, Joliet & Eastern
21	F E C	Florida East Coast
22	F J & G	Fonda, Johnson & Cloverville
23	L & H R	Lehigh & Hudson River
24	M & N J	Middletown & New Jersey
25	N K P	Nickle Plate (now N & W)
26	P & L E	Pittsburgh & Lake Erie
27	P G E	Pacific Great Eastern
28	Q C	Quebec Central
29	S & A	Savanannah & Atlanta
30	S I R T	Staten Island Rapid Transit (B&O)
31	T R R A	Terminal Railroad Association of St. Louis
32	V R	Vermont Railway
33	Y & N	Youngston & Northern
34	B M T	Brooklyn, Manhattan Ttansit (New York Subway)
35	I R T	Interboro Rapid Transit (New York Subway)
36	P A T H	Port Authority Trans Hudson (formerly Hudson & Manhattan)

Brotherhoods

37	B L E	Brotherhood of Locomotive Engineers
38	B R T	Brotherhood of Railway Trainmen
39	O R C	Order of Railway Conductors
40	O R T	Order of Railroad Telegraphers

The Industry

41	A A R	Association of American Railroads
42	A W R	Association of Western Railroads
43	E R P C	Eastern Railroads Presidents Conference
44	R E A	Railway Express Agency
45	R P I	Railway Progress Institute

Railfan Organizations

46	B E R A	Brantford Electric Railway Association
47	C R H A	Canadian Railroad Historical Association
48	E R A	Electric Railroaders' Association
49	N M R A	National Model Railroad Association
50	N R H S	National Railway Historical Association
51	P R S	Pacific Railroad Society
52	R & L H S	Railway and Locomotive Historical Society
53	R R E	Railroad Enthusiasts
54	T R F N Y	Transport Research Forum of New York

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29

20 → E J & E

x

3 → H E L L O N V 32
44 → R E A C G 3
37 → B & O
↓ L E I D 17
E x & M R
26 → P R
↓ & H
L & L 23
E L 27
P G
↓ E

52 → R & L H S I R T
31 → 45
40 → O R T 52 53 21 → F E C I P 34
B D 10 → N R H S P J A
E A W & H R R N 19 → V T 2 I
S T 29 → S & A 43 → & I H T
M 24 → M x J M
33 → Y H A 55 → O 34 → O R C x R T 31
↓ R E S A 14 → G W K D R D 18
N F P 51 → R 53 → Q C V A V
R E A 52 → T L * 47 → C R H A A T K I
O L x
48 → D A O R L I A R 40
↓ V E R E 37 → D R A B B U H 10
R 46 → B E R A
A
A 41 → *

F R I E N D S

G &
↑ J
4 → T R F N Y M
R 49 → N M R A
A B
38

"CLIPPINGS FROM THE NEWSPAPER"

CNR WILL STAY WITH THE TIMES - - - April 13th.

Daytime or rather Daylight time listings will be included this year in the CNR's time-table of arrivals and departures for the first time, the railway announced.

All CN passenger train and ship schedules in effect between April 24, when daylight time begins in much of Canada, and October 30, when it ends, will be pushed one hour ahead in all provinces except Saskatchewan and Alberta, which remain on standard time all year round.

Internally, the railway will continue to run on standard time for the most part, but employees have been instructed to give information to the public in terms of daylight time.

NUMBERING SYSTEM

Another time-table change announced Monday was a new train numbering system to eliminate duplication of numbers.

This was not expected to affect the public to any great degree since travellers usually identify trains by names rather than number.

Under the new system numbers 1-199 are reserved for conventional passenger trains, 200-230 for express freight trains, 231-299 for mixed (passenger and freight) trains, 600-699 for railiners and 900-999 for commuter trains.

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GIANT MERGER - - - April 29th.

A unanimous ruling Wednesday by the Interstate Commerce Commission will turn two rail giants into one in the largest corporate merger in U.S. history. The New York Central Railway and the Pennsylvania Railway will form the Pennsylvania New York Central Transportation Co. with assets of more than \$4 billion effective June 1.

*** *** *** *** ***

SPRING PROBLEMS - - - April issue of The CN Reporter.

"Sometimes spring brings problems completely foreign to previous experience - - such as one resulting this year from potash being spilled on the roadbed by a passing train west of Edson.

When the snow melted, it formed a potash brine electrical conductor that affected CTC circuits exactly the way a passing train would. The board went red.

Technicians tried to explain it, dispatchers checked switches, field men hunted for broken bond wires or broken rails - - and eventually the trouble was pinpointed.

A large revolving broom attached to a self-propelled ballast regulator removed brine and problem. But engineers are still watching that stretch of track since potash-soaked tract may resist frost heaves. If so, CN may become a potash customer.

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